

## ANNOUNCEMENT THE DUPONT GARAGE CO.

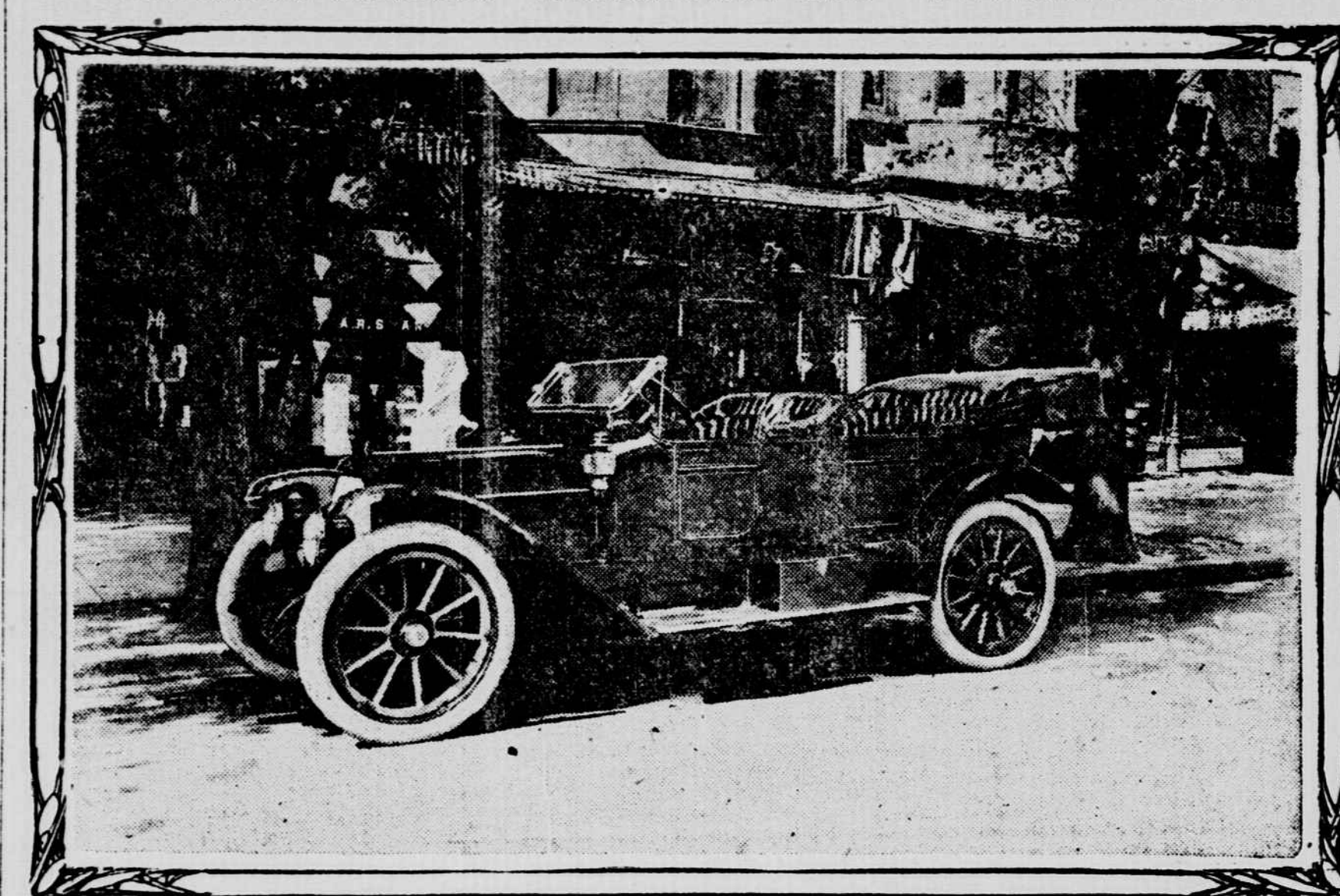
Is Now the Sole Representative  
in the District of Columbia for  
COLUMBIA KNIGHT, sleeve type motor  
COLUMBIA CAVALIER,  
HUDSON "37," electrically self starting, four  
HUDSON "54," electrically self starting, six  
HUPP YEATS, electric coupe

These automobiles have been selected  
as leaders in their several classes by quali-  
fied experts, and are worthy of careful con-  
sideration by prospective purchasers of  
motor cars.

The attention of all COLUMBIA,  
HUDSON and HUPP YEATS owners is  
invited to the fact that the SERVICE STA-  
TION will be located at the Dupont Garage,  
2020 M street northwest, where they will  
receive prompt and courteous attention in  
the best equipped electrical and mechanical  
automobile shop in the south.

**DUPONT GARAGE COMPANY,**  
SALES BRANCH,  
**1321 14th Street N.W.**  
PHONE NORTH 5362.

## PALMER SINGER "BRIGHTON SIX" TOURING CAR.



## MOTORING

(Continued from Second Page.)  
Clothing of the Quaker city, delivery  
being made last week.

### Hudson Shatters Records.

Reflecting the extraordinary local  
popularity of the new Hudson "37," R.  
A. Klock, the Hudson dealer, today  
learned that records for cars created  
by Howard E. Coffin have been shattered  
by the latest model—the "37"—which  
was designed under his direction by  
forty-eight engineers.

Up to the present time throughout  
the United States more than double  
the retail orders have been placed for  
1912 cars than were placed for  
1911 cars this time last year. In some  
cities of the United States the demand  
has tripled and quadrupled. The fac-  
tories, which are being doubled in size  
this fall, are working twenty-four  
hours a day in the endeavor to meet  
the demand, and at the same time de-  
vote no less time to the building of  
each individual car.

### Motored to New York.

Jack Higgins and Wally Talcott re-  
turned Wednesday night at 8 o'clock  
from New York, where they attended  
the opening game of the world series.  
They left Washington last Sunday  
morning in the former's Hudson racer.  
The roads were found in excellent con-  
dition except between Elkhart and  
Perryville. The return trip was made  
in one day.

### Return From New England.

Robert W. Cox and Charles Langley  
returned several days ago from a  
1,500-mile motor trip through the New  
England states. They made the trip  
in Mr. Langley's Buick roadster, and  
were delighted with the roads and  
scenery in the north.

### 1913 Overland Deliveries.

1913 Overland cars were delivered last  
week to John A. Lewis, model 69 T;  
Mrs. E. S. Heine, model 69 T; R. L.  
Henry, model 69 coupe; T. B. Little,  
model 69 T; Lewis Gatti, model 69  
wagon, and A. P. Crenshaw, model  
69 T.

### Home Again.

Joseph M. Stoddard of the Cook & Stod-  
dard Company returned yesterday morn-  
ing from West Springfield, N. H., accom-  
panied by his family. He left several  
days ago and after visiting Cleveland, De-  
troit and Buffalo continued on to his  
summer home in the mountains of New  
Hampshire.

### Becomes a Motorist.

"Chick" Gandell, first baseman of the  
Washington ball team, has placed an or-  
der for a 1913 Ford touring car for spring  
delivery. He will get it about the time  
the team starts in its spring training.

### 1913 Cadillacs Delivered.

Among those who received their new  
1913 self-cranking Cadillac touring cars  
last week were W. C. Blundon and D. A.  
Smith.

### 1913 Studebaker Sales.

Model 1913 Studebaker cars were de-  
livered last week to Lieut. W. V. Car-  
ter, U. S. A., "39" touring car; Wilson  
Haywood, "20" roadster; Beall Delacey  
Company and Lerch's dyeing and clean-  
ing establishment, "20" delivery wagons.

### Will Open New Home.

Henderson-Rowe Auto Company to  
Receive Its Friends.  
The Henderson-Rowe Auto Company has  
arranged to receive its friends this  
week in its new home, 1127 14th street  
northwest, where attractive showrooms  
have been arranged for the display of  
the Pullman and Little cars. The interior  
of the showroom is neatly fitted up, the  
walls being of green burlap, set in panels  
of hard wood. The building runs back  
to an alley in the rear, where cars enter  
the service department, which will be a  
feature of the company.

The Little car is being introduced to the  
Washington public for the first time, the  
"Little Four" roadster being a stylish,  
well finished product. This same car will  
make its appearance in the near future  
in the touring car type, the roadsters  
being the first to arrive in the National  
Capital.

The 1913 Pullman cars offered include a  
Pullman 4-36, 4-44, 4-50 and 4-68. These  
models compare very closely with the  
leading models of 1912. The changes in  
design are largely confined to refinement  
of details, increase of power and in-  
crease of fuel capacity. The makers  
claim that the Pullman line reached the  
high-water mark of basic construction  
years ago. A feature of the models next  
year is the long wheel base, which en-  
ables a comfortable seating capacity. The  
company's salesrooms will be open even-  
ings during the opening week.

### How Napoleon Appeared.

From the London Chronicle.  
A vivid sketch of Napoleon in Elba  
was drawn by Lord John Russell. "Na-  
poleon was dressed in a green coat,  
with a hat in his hand very much as he  
is painted; but, excepting the re-  
semblance of dress, I had a very mis-  
taken idea of him from his portrait.  
He appears very short, which is partly  
owing to his being very fat, his hands  
and legs being quite swollen and un-  
wieldy. This makes him appear awk-  
ward, and not unlike the whole-length  
figure of Gibbon, the historian. Be-  
side this, instead of the bold-marked  
countenance that I expected he has fat  
cheeks and a rather turn-up nose,  
which, to bring in another historian,  
makes the shape of his face resemble  
the portraits of Hume. He has a  
dusky gray eye, which would be called  
vicious in a horse, and the shape of  
his mouth expresses contempt and de-  
jection."

## TRUNK LINE HIGHWAY IS STRONGLY URGED

Necessity of State Road Sys-  
tems Deemed Indis-  
pensable.

While the value and necessity of first-  
class county and township roads is  
generally recognized, it is the result of  
costly experience in various states that  
there must be a development of trunk  
line highways in the establishment of  
comprehensive state road systems. This  
question is involved vitally in the pres-  
ent New York state situation. Of the  
50,000 miles of road in the state, 4,000  
have been improved as state or county  
highways, 4,000 macadamized as town  
roads, 10,000 miles improved by towns  
as gravel roads, and some 40,000 miles  
have been shaped to some extent, with  
approximately 26,000 miles remaining in  
their original condition. It was in the  
general election of 1905 that the con-  
stitutional amendment authorizing the  
issuance of bonds to the extent of  
\$50,000,000 was voted upon favorably,  
the necessary legal enactments being  
adopted by the legislature that fol-  
lowed.

It was at this time, coincident to the  
development of the automobile—of which  
there are now more than 100,000 in New  
York state—that there came a strong  
demand for through routes to serve as  
the nucleus of a system of main  
arteries of communication. These state  
highways now comprise approximately  
3,500 miles, connecting principal centers  
of population, and forming a skeleton  
system of which the county and town  
roads are tributary. This building  
of trunk lines has grown up because  
it was learned that under the original  
plan of construction a disjointed and  
uncoordinated system resulted.

### Many Miles of State Roads.

Following the lead of Massachusetts  
and its subsequent adoption by New  
York, New Jersey is now providing for  
a state system which embraces its  
through roads. State Road Com-  
missioner Stevens has proceeded with  
the work, until now some 800 miles of road  
have been selected, to be known here-  
after as state roads, and to be taken  
care of by the state itself. Opinion is  
general that this form of procedure will  
ultimately be adopted in every state in  
the Union. There is also a pronounced  
sentiment for an interstate system of  
national roads when the federal gov-  
ernment itself enters energetically into  
the highways situation, which is as-  
suming such enormous proportions that  
any further delay in giving it atten-  
tion will not be accepted without protest  
in the part of both the man who lives  
in the country and the man who travels  
far these days owing to improved  
roads.

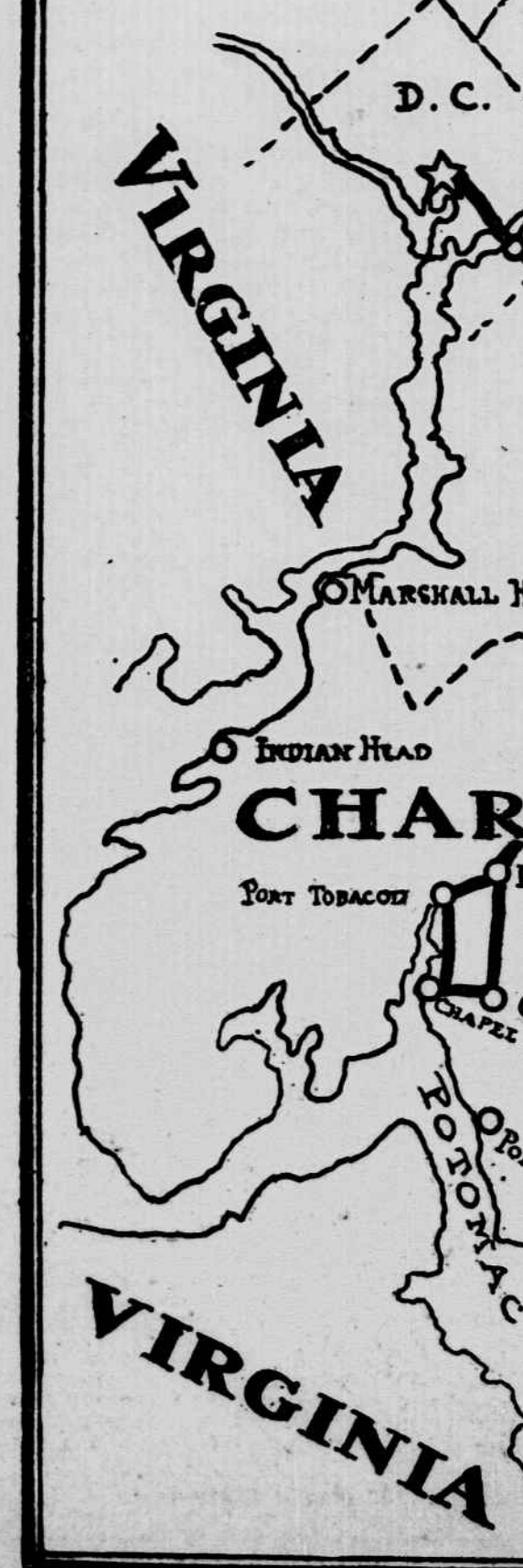
### Changed His Mind.

From Judge.  
Flinke—Thought you intended to sell  
your suburban home, didn't you?  
Wilkins—I did, until I read the alluring  
story my advertising man wrote; then I  
decided to keep it myself.

### Business Instinct.

From Judge.  
Soubrette—Which divorce colony are  
you going to?  
Star—I haven't been able to find out yet  
which has the best bureau of publicity.

### AUTO ROUTE TO CHAPEL POINT, MD



## CONSIDER MOTOR BUILDING FINE ART

Its Construction Calls Forth  
Great Endeavor of  
Mechanics.

Automobile building can rightfully be  
considered in the fine arts class. Perhaps  
no invention of modern times has called  
forth as great endeavor on the part of  
so many people as has the perfection of  
the automobile. The layman sometimes  
thinks of an automobile simply as an  
automobile, without any certain knowl-  
edge of what goes to make up a car nor  
of the significance of the industry in its  
relation to other kinds of business.

The event of the automobile opened up  
a world of new trades and professions  
that were unthought of a decade ago.  
Like man, who, we are told, is wonder-  
fully made, the motor car is a revelation  
of wonderful mechanical organisms. Thou-  
sands of important steps and processes  
are required in the construction of a  
standard car, and each successive stage  
was made possible only after exhaustive  
study and research, and calls for con-  
siderable knowledge and skilled work-  
manship in the execution. Never was  
there greater application and tax of  
human ingenuity than manifested in this  
important industry. In a decade the  
automobile has made greater advance  
and reached a higher stage of development  
than has the railroad locomotive in three-  
quarters of a century.

Every device represents untold labor  
and is a testimony of man's creative  
genius. A marvelous thing is, that after  
passing through the countless stages of  
invention and intricacies of manufacture  
the finished product is surprising in its  
simplicity. This is the ideal and neces-  
sary attainment of any article that has  
as universal use as the automobile. While  
present day civilization tends toward a  
degree from a technical school. So it is  
essential that every mechanical principle  
be reduced to its greatest simplicity in  
application.

No other industry has called for such  
exacting study of metals and many of the  
larger laboratories in the country are  
conducted by automobile concerns for the  
purpose of compounding and discovering  
new metals which will give the maximum  
service. Nearly every mechanical part  
must necessarily be of a radically differ-  
ent nature and in some cars as many as  
fifty or sixty different metals are used. A  
large percentage of these were discovered  
by automobile experts and their use  
means a tremendous boom for dozens of  
other great industries. The engineering  
line has experienced a wonderful expan-  
sion and received a shower of opportuni-  
ties unprecedented in the history of the  
calling. The perfection of motors,  
clutches, transmission, ignition, floating  
axles and many other parts has been by  
no means a before breakfast job, and it  
is only through the greatest concentra-  
tion and indefatigable efforts that these  
appliances are brought into existence.

## The Only Resilient Tire That is Trouble-Proof

To abolish punctures, blow-outs and a hundred tire troubles, it is no longer  
necessary to submit to jars, jolts and rough riding on hard rubber tires. Sim-  
ply equip with the *Motz Cushion Tires*, which are *trouble-proof*, yet have the  
resiliency of fully inflated pneumatics.

The amazing resiliency of Motz Trouble-proof Cushion Tires is due to the  
under-cut sides, slantwise bridges and double tread. As a result—in the short  
space of a few months—the Motz has become one of the world's best known  
tires.

## MOTZ CUSHION TIRES

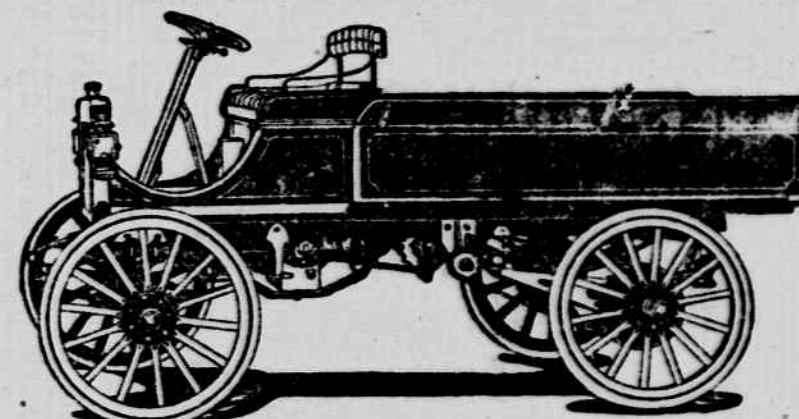
Motz tires have literally taken motordom by storm, for they supply the  
greatest automobile want—a resilient, trouble-proof, economical tire. With  
an initial cost approximately the same as the high-grade pneumatic, Motz  
Tires last from 3 to 4 times longer, with an average of more than 10,000  
miles, at a fraction of a penny a mile.



Motz Tires are built for electric cars, gasoline  
cars, commercial trucks, physicians' cars, taxicabs,  
etc. Motz Tires are quick detachable. Write us to-  
day for booklet No. 67.

**IMPERIAL MOTOR CO. E. A. Garlock,**  
Proprietor  
1112 Conn. Ave. N. W. Phone N 847

## SELL THIS OUTFIT FIRE THESE MEN BUY A DART AND SAVE \$1,500 A YEAR



Dart 1,500-Lb. Light Delivery Motor Wagon, \$750.00 f. o. b. Factory  
Made by Dart Motor Mfg. Co., Waterloo, Iowa

You're absolutely safe in making this deal. The saving is bona fide and  
certain. Your delivery service will not only be just as **RELIABLE**, but more  
**EFFICIENT**—it will do a bigger day's work—it will make **QUICKER** de-  
liveries.

You can depend on the Dart always. The Dart expert engineering force  
and severe testing system eliminate every chance of a weak spot.  
All these things have already been **PROVEN** by hundreds of Dart  
owners.

We **GUARANTEE** this car for one year against flaws, defects and im-  
perfect workmanship. Any part broken by accident can be replaced quickly.  
Why not put this saving into your pocket, since with the Dart you take no  
chances in changing from your horse-driven delivery outfit.

Make us show you! Come around or call up

**MARYLAND AVE. MOTOR CAR CO., 643 Maryland Ave. N E.**

## Automobiles Often Burn

The very stuff that makes the wheels go 'round—**GASOLINE**—is in-  
flammable and dangerous, making an automobile risky property. If you  
have a car which is **UNINSURED**, you are practically playing with fate. Let  
us insure your car for you, and do it right now. We will protect your car from  
loss by fire anywhere in the United States and Canada. The cost is only

**\$12 a Year for Each \$1,000 Insurance**

A dollar a month—and this price is much lower than you can get elsewhere.  
The Commercial is the biggest fire insurance company in the District of Colum-  
bia, but quotes the littlest rates for automobile insurance. Call on us, write  
us, or telephone us, and we will be right on the job with the best insur-  
ance that you can put on your car.

## Commercial Fire Insurance Co.,

W. S. QUINTER, Mgr. Automobile Dept.

**Southern Building**

PAID-UP CAPITAL \$300,000

**Telephone Main 6475**

ASSETS \$500,000

### OFFICERS:

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Frederick S. Dudley, 2d V. President.

Robt. N. Harper, Chairman Finance Committee.

Paul F. Grove, Secretary.

John McKee, Assistant Secretary.

Charles F. Carusi, General Counsel.

### Tennyson's Pension.

From the Westminster Gazette.  
Our note published in this column on  
Peel's contempt for literature recalls  
the fact that it was Peel who obtained  
Tennyson his pension of £200. It was

not, however, from love of poetry—Sir  
Robert, in fact, never read a poem of  
Tennyson's. Monckton Milnes, prompt-  
ed by Carlyle, was the lever.  
One is reminded how Milnes at first  
demurred, protesting that his constitu-  
ents would think the affair "a job."  
And of Carlyle's persuasion: "Richard  
Robert, in fact, never read a poem of  
Tennyson's. Monckton Milnes, prompt-  
ed by Carlyle, was the lever.  
One is reminded how Milnes at first  
demurred, protesting that his constitu-  
ents would think the affair "a job."  
Tennyson it will not do to lay the  
blame on your constituents; it is you  
who will be damned."

**Michigan**

**BIG VALUE IN  
DEMONSTRATING  
CARS.**

**1912 5-Pass. 40-H.P. Demonstrator**  
Run Less Than 1,000 Miles. Fully Equipped.  
Self-Starting.

**1912 ROADSTER, 40-H.P.**  
Used As Demonstrator. Run Less Than 1,000 Miles.  
Fully Equipped. Self-Starting.  
Electric Horn and Bumper.

**Probey Carriage Co.,**  
1230 Wisconsin Ave. N.W.  
Telephone West 213.

**M & M**

**MOTORISTS  
IT WILL BE BEST**  
for you to see us now—this  
week about putting up your  
WINDSHIELDS,  
TIRE IRONS,  
FENDERS, ETC.

Winter—and bad weather  
make these articles neces-  
sary equipment for your auto-  
mobile, particularly if you use  
your auto for business pur-  
poses. Careful attention  
promptly given by experi-  
enced mechanics only to your  
orders and our charges are  
reasonable.

TELEPHONE NORTH 197

**Maddox & Murray**  
Anything in  
Black-  
smithing.  
1619 L STREET N.W.

AN AGENT WANTED for Washington  
to market an article which positively  
eliminates all automobile tire troubles.  
Must be responsible and aggressive.  
Address Box 336, Star Office.

**Automobilist**

Take the wear and tear off your car  
by using

**CROWN**  
Automobile 40¢ a  
OIL gal.

Silent running and saves your ma-  
chine—order a gallon now.

**NATIONAL  
Machinists' Supply Co.,**  
520 12th St. N.W.  
Orders by mail or phone promptly  
attended to.

**New Summer Resort.**  
From the Louisville Courier-Journal.  
"I always take my vacation in Septem-  
ber."  
"And where are you going to spend  
it this year?"  
"I am thinking some of spending it at  
Armageddon. I see the place mentioned  
in the papers a great deal of late."

**OF INTEREST TO MOTORISTS**

English motorists are becoming quite  
enthusiastic over the "Get-You-Home"  
badge, which was recently evolved by the  
Royal Automobile Club. This is a little  
brass disk which may be carried on the  
key ring and bears the words: "Urgent.  
Owner Requires Assistance (as per form  
of request). Reasonable Charges Guar-  
anteed." The owner of such a disk, on  
becoming stranded on a country road,  
has but to send it to the nearest repair  
shop to secure immediate attention and  
assistance. A feature that will be ap-  
preciated is that the presentation of the disk  
will place the services of a towing car  
at the disposal of the motorist, with no  
charge for any distance up to ten miles.